



RECORD OF CONVERSATION

John M. Brannen II
Senior Air Safety Investigator
Central Region

Date: Various dates from 2/14/2018 to 3/15/2018
Person Contacted: Doug Ragsdale (Little Rock FSDO Inspector)
NTSB Accident Number: CEN18LA099

Narrative:

Mr. Ragsdale informed me that he was the FAA Inspector assigned to the accident involving N4654D in Batesville, AR. When asked about the airplane damage, he relayed that there were numerous popped rivets on the aft-fuselage and belly, and creases in the aft-fuselage skins. Over several days we discussed options for examination of the airplane, specifically checking the AD compliance and ruddervator balance pertaining to the aircraft tail. He provided the name of a facility with the equipment and Bonanza maintenance knowledge that could check the ruddervator balance. Arrangements were made for the maintenance facility to check the balance of the ruddervators. He told me that checking of the cable tensions was not possible because they were all loose due to the deformation of the aft fuselage. He was later present when the balance was checked and reported to me verbally that both checked within manufacturer specified limits (I subsequently received a report from the maintenance facility).

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